

CORRECTED FISCAL NOTE

SB 3030 - HB 2754

February 14, 1998

SUMMARY OF BILL: Requires each passenger to be seated in a seat in regulated passenger vehicles designed for more than 15 passengers.

ESTIMATED FISCAL IMPACT:

On February 6, 1998, we issued a fiscal note on this bill that indicated:

The impact of this bill is estimated to be an increase in local government expenditures for FY 1998-99 of \$5,473,850 and an increase in state expenditures beginning in FY 2000-01 of \$2,364,000.

This estimate had one-time expenditures for new school buses and recurring expenditures for new bus drivers and operating costs. The estimate reflected the impact of all new bus purchases being purchased outright.

Based upon the receipt of additional information that indicates the majority of buses affected by this bill will be financed by the use of bank notes, the total costs from implementation of this bill will be distributed over a period of several years. The estimated fiscal impact of this bill is as follows:

Increase Local Govt. Expenditures*	- \$1,633,000 FY 1998-99 & thereafter
Increase State Expenditures -	\$735,000 FY 2000-01 & thereafter
Increase Local Govt. Revenues -	\$735,000 FY 2000-01 & thereafter

Assumes 83 new school buses purchased and financed with bank notes amounting to approximately \$600,000 each year for principal and interest and an impact of approximately \$1,033,000 for 83 new drivers and operating expenses. The principal and interest over a 10-year period amounts to approximately \$6,000,000.

In addition, state expenditures are estimated to increase approximately \$735,000 in FY 2000-01 with a corresponding increase in local government revenues. **An increase in expenditures in FY 1998-99 by local school systems for transportation results in an estimated increase in state funds generated by the BEP formula for transportation beginning in FY 2000-01.**

*Article II, Section 24 of the Tennessee Constitution provides that: *no law of general application shall impose increased expenditure requirements on cities or counties unless the General Assembly shall provide that the state share in the cost.*

CERTIFICATION:

This is to duly certify that the information contained herein is true and correct to the best of my knowledge.

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A handwritten signature in black ink, reading "James A. Davenport". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

James A. Davenport, Executive Director

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